

*BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FOR THE MIAMI URBANIZED AREA*

A G E N D A

WEDNESDAY, JUNE 26, 2002 at 7:00 p.m.

SOUTH MIAMI COMMISSION CHAMBERS
6130 Sunset Dr.
SOUTH MIAMI, FLORIDA

I. APPROVAL OF MINUTES:
{ MEETING OF MAY 22, 2002

II. PRESENTATIONS:

- A. AMERICAN AIRLINES ARENA PEDESTRIAN IMPROVEMENTS - B. Johnson
- B. NORTH MIAMI BEACH BIKE PLAN - D. Bilbao
- C. GRAND AV. UPDATE - D. Henderson
- D. MDT PARKING STUDY - D. Henderson

III. DISCUSSION ITEMS:

- A. LARRY SHAHBOZ TRIBUTE - D. Henderson
- B. MEMBERSHIP STATUS - D. Henderson

IV. INFORMATION ITEMS:

- A. MAY PROGRESS REPORT - J. Manzella

*FOR MORE INFORMATION ON THESE OR OTHER NON-MOTORIZED TRANSPORTATION ISSUES,
CONTACT MIAMI-DADE'S BICYCLE/PEDESTRIAN COORDINATOR AT 305-375-1647.*

VISIT OUR WEBSITE AT: www.co.miami-dade.fl.us/mpo/mpo-boardsbpac.htm

REVISED MINUTES
MEETING OF WEDNESDAY, JUNE 26, 2002

MEMBERS PRESENT

Brett Bibeau	Barry Burak	Bruce Henderson
Brian Hannigan	Amado Leon	Ted Silver
Brian Singer	Leo Succar	

MEMBER ABSENT

Lillian Ros Martin

OTHERS PRESENT

David Henderson, Staff	Jae Manzella, Staff	Bill Johnson, Co. Mgr. Off.	Elizabeth Rockwell, FDOT
Diana Sudasassi Bilbao, C3TS	Sheila & Tom Boyce, Concerned Cyclists		Claudia Schmid, Concerned Cyclist

The meeting began at 7:05 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- LS: <i>Desires to discuss Rickenbacker Bridge safety.</i> DH: Jeff Cohen was not able to attend, nor elaborate on this issue. This could be discussed tonight, and <i>Mr. Cohen could prepare a follow-up for next month.</i>
APPROVAL OF MINUTES	- AL: <i>Motion to approve the Minutes of 5/22/2; seconded by TS; vote: unanimous.</i>
AMERICAN AIRLINE PEDESTRIAN IMPROVEMENTS	- BJ: As Assistant County Mgr., he is in charge of overseeing this project. In November 1996, voters approved the sports/entertainment complex on the 19 acres, which was owned at that time by the City of Miami. Several documents comprised the legal agreements between the City, County, the privately held Miami Heat, and other entities, such as FDOT and Rouse Corp. (Bayside Management). The major agreement was that a \$250 million arena would be built by the Heat's owner Mickey Arison. The County owns this property, and will pay back Mr. Arison over 30 years. Several amendments were made over time; one regarding the pedestrian bridge between the arena and Bayside. This specified how the bridge would be financed, constructed, maintained, operated, etc. Originally, the bridge was to be opened within 6 months of the arena opening of 1/1/1999. The Miami Heat and the Board of County Commissioners agreed to give the Heat more time to research construction and traffic issues. The County agrees to fund up to \$1.5 million towards the construction of the bridge. The balance is to be paid by the Heat. All the entities mentioned must approve the design/placement before construction can begin. David Plummer & Assoc. has been commissioned to provide designs. The original concept was for a high-span structure over Port Blvd., connecting to the 2nd level of Bayside from the Bongo's area. Since then, a series of meetings have been conducted; and it seems the bridge will be placed in close proximity to Biscayne Blvd. This will allow pedestrian access along Biscayne to cross Port Blvd. with less hazard. (A preliminary design was displayed.) The bridge would connect Bayside parking garage and the area near the large utility doors on the southwest side of the arena. This design has not yet been submitted for approval by any entity yet. The cost is estimated between \$3-4.5 million. It will be covered, but open on the sides; and an elevator will be required

to meet ADA. The County and Heat are still interested in a ground-level continuation of Baywalk on the eastern-most 4 acres (Parcel B); routing pedestrians under the old Port Bridge. It is required by the City of Miami. It will likely be 30' wide, with a lot of landscaping and amenities.

BruceH: Inquired if traffic studies were done to improve the crossing at-grade. Most pedestrian traffic is during the off-peak hours of the Port.

BJ: There have been several studies. The Port administration would like use of parking, adjacent to Port Blvd.; as well as banning Port Blvd. use for Arena events. There is a legitimate need for a bridge. Trucks are arriving later in the evenings. Biscayne Blvd. is being reconfigured, which may aid with pedestrian movement.

BrianH: Inquired of the time-frame the bridge would be built.

BJ: The decision is expected by Fall; then, approximately built in 18 months. The FDOT built a bridge in Tampa that he likes. (The Hollywood-Collins Av. bridge design was displayed.) He doesn't want the crossover project tied to the Parcel B project.

ER: Las Vegas has a lot of pedestrian bridges. They encourage people to use them, by routing them with walls at the intersections; also, escalators are provided. Without something similar, many pedestrians will cross Port Blvd. at-grade.

BJ: Would like Ms. Rockwell to provide input in the design.

Bruce H. Agrees that many pedestrians will not use the crossover.

BJ: The Rouse group suggested retail push-carts on a wider crossover; but, it isn't allowed in the original agreement. Perhaps this can be done on the old Port Bridge. However, the Port Director is contemplating using this as a second access to the Port; segregating private automobiles from trucks to increase efficiency/security. Since there is a lot of redevelopment/investment in this area, the construction of a tunnel is being contemplated to eliminate truck traffic on downtown streets. This would take 12-15 years to be built; if it can be built technically.

LS: The BPAC would like to help moving this project forward.

BJ: A resolution would be helpful. A technical presentation would allow the group to be more cognizant of the issues, and to provide input in the design. Be aware that the County did not commit to an open space park on Parcel B. The design firm used that in it's presentation for the Miami Heat. The County wanted this area to be another seaport terminal. The latest proposal is a cylinder-shaped structure for housing, with retail on the ground level, and 60% of the parcel as open space; most of which would be a park.

BB: *Requested a technical design group to make a presentation to the BPAC.*

BJ: Suggested November or December, because the preliminary design should be feasible by then.

BB: *Motion requesting the expedited construction of a publicly accessible bridge between Bayside and the American Airlines Arena across Port Blvd., as envisioned originally between the Miami Heat and Miami-Dade County; seconded by TS.*

TS: Hopes that a November meeting with the designers isn't too late for input.

BJ: The bridge design is still speculative to date. Once there is a consensus between the funding partners, *he will notify the BPAC for detailed input.*

TS: It is important that cyclists/handicapped not have to go out of their way to continue their route, if they don't plan to go to the arena. It is desired for the design to accommodate coexistence of bicycle and pedestrian access.

BruceH: A greenway should be identified in the overall Master Plan from Freedom Plaza to the Performing Arts Campus.

BPAC: *Unanimous vote - yes.*

	<p>BB: Inquired how wide baywalk is being considered.</p> <p>BJ: It depends on what else would be built on Parcel B. The original proposal was 20', but he considers this too narrow.</p> <p>BB: <i>Motion that any future development of Parcel B retain a 50' setback from the development, for a minimum 20' wide path consisting of a 16' clear path and a 4' passing zone with landscaping, as per the City Charter for all new development. Furthermore, the Baywalk would be accessible to the public at both the north and south termini; seconded by Bruce H.</i></p> <p>Bruce H: This is just a reaffirmation of the City Charter Amendment.</p> <p>BJ: Any development must comply with the City Charter.</p> <p>BB: Waivers have been done for a few places, narrowing the setback to 10'.</p> <p>LS: Unsure if there is enough information to date to specify the details for baywalk. This can be a presentation at the next meeting.</p> <p>TS: Agrees, information is lacking to make a decision, would prefer a presentation first.</p> <p>BB: <i>Rescinds the original motion, and in place motions that American Airlines Arena incorporate a minimum 20' wide Baywalk for pedestrians and bicyclists along the waterfront parcel which is continuous and accessible to the public at both the northern and southern termini; seconded by Bruce H; vote - unanimous.</i></p> <p>LS: It is just as pertinent to improve at-grade crossing of Port Blvd.</p> <p>TS: <i>Requests the B/P Coordinator to have the responsible representative to make a presentation to the BPAC regarding this issue.</i> The BPAC needs to be requesting more presentations to be better informed on issues/decisions, and to build these entities' accountability and the BPAC's credibility.</p> <p>DH: This is the intersection of two State roads, so it would be an FDOT project.</p> <p>BruceH: <i>The BPAC should request a Signal Warrant Study.</i></p> <p>TS: Nothing prevents BPAC Members, as single citizens, to request information.</p> <p>DH: Clarified that next month's presentation should be regarding the at-grade crossing of Port Blvd., rather than the bridge design.</p>
NORTH MIAMI BEACH BIKEWAY	<p>- DH: The City received funds to build a bikeway along the northern shore of Snake Creek Canal. The were funds left over after its construction, so the City decided to use these, as well as their own funds to design this NW 183 St. bikeway.</p> <p>DB: The limits are from Snake Creek, east to NE 22 Av., connecting to Greynolds Park. She requested input. (Design plans were distributed.) From Snake Creek to NE 19 Av., an 8' wide asphalt path with gradual radii curves is planned for the north side of the street. East of that would be 5' bike lanes. Proper signage would be installed. DH has requested more signage than what is depicted in the plans.</p> <p>BrianH: Inquired whether 8' is wide enough for two-way traffic.</p> <p>JM: Eight feet should be adequate, since expected traffic along the path would be low.</p> <p>BruceH: Concerned with the transition between the path/bike lanes.</p> <p>DH: <i>Suggested signage for eastbound path users to cross 183 St., then 19 Av. at (suggested striped) crosswalks. Any street crossing the path should be striped.</i> 11 Av. will be tricky because the configuration and a private driveway. Perhaps a crosswalk to the south, then west would be preferred.</p> <p>BruceH: The path's 5% slope does not conform to AASHTO's 2% maximum standard.</p> <p>LS: Inquired if there are any provisions for maintenance.</p> <p>DH: The City has been doing a good job at keeping their pathway system maintained.</p> <p>BruceH: Inquired why bike lanes are being proposed for a small portion.</p>

		<p>ER: That portion has houses on both sides, so bike lanes are preferred for safety.</p> <p>TS: Just like sidewalks, residents backing-out of their driveways don't always look both ways, even if the path is in front of their house; only the way of motor traffic.</p> <p>JM: Inquired if the shopping center owner could be asked for an entrance along the wall.</p> <p>ER: <i>Will look into this.</i> The transition to Greynolds Park will be improved.</p> <p>DH: Skipped striping along streets that bike lanes cross should be installed. New standards have dropped the diamond stripes.</p> <p>BruceH: Recommended against using pavement markings on the paths.</p> <p>DH: In the future, if problems arise, the City may determine that "No Parking" signs should be installed for people whom may park on the path.</p> <p>ER: In field reviews, she noticed that cars are parked on driveway sections where the path would be. To alleviate complications, the path is being located close enough to the road so that it avoids any cars that may be parked on these driveways.</p> <p>BPAC: Unsure if allowing people to cross the path to park on the other side is preferred.</p> <p>BruceH: Suggested pavement markings to delineate the path in that area.</p> <p>BrianH: Suggested "Watch for Cyclists" signs. These are used in Key Largo.</p> <p>ER: There is not a time-frame for construction, yet.</p>
GRAND AV. UPDATE	-	<p>DH: Presented portions of the MPO (5/23/2) meeting when members were discussing the Grand Av. issues.</p> <p>TB: One of the criticisms for a Grand Av. bikeway was that the proposal came after many meetings had already taken place. Owns property along SW 27 Av.; and would like a bikeway along it. A 1st meeting was just held in Commissioner Teele's office.</p> <p>TS: <i>The BPAC should be involved. Requested a presentation on this issue.</i></p> <p>DH: He attended the meeting. The corridor is very narrow; so, there was discussion regarding widening it and what kind of improvements are necessary. Three different typical sections are being proposed; including a trolley.</p> <p>TB: Hopes that anything built would have a bikeway component.</p> <p>SB: Both Commissioners Winton & Morales seem committed for a bikeway.</p> <p>DH: It is important for cyclists to attend these meetings. During the first one, someone proposed a wide sidewalk on one side. This would not be acceptable, because of the vast amount of driveways along this corridor. <i>He will meet with the consultant to discuss design issues, as well as invite them to a BPAC meeting.</i></p> <p>BH: <i>Suggested to invite City of Miami Planning staff as well.</i></p> <p>DH: Will also try to stay informed of any charrettes and other meetings. TS accomplished a great deal by speaking before the MPO Governing Board.</p>
BICYCLE PARKING PLAN	-	<p>DH: Would like to defer the presentation, because of time constraints. It is on the MPO website. He will present it next month.</p>
RICKEN- BACKER CSWY. REDESIGN DELAY	-	<p>LS: Apparently, there was a collision between a cyclist and pedestrian on the sidewalk portion of Rickenbacker Bridge. Miami-Dade Police are now enforcing the "dismount and walk bikes along bridge" ordinance.</p> <p>TB: Thousands of cyclists use this route every weekend. Although the paved shoulder is wide, sightseers in automobiles drift into this area, or park there for a while. Safety can be improved for a small cost. For example: rumble strips to alert motorists.</p> <p>TS: Perhaps, similar to the Krome Av. suggestion, short rumble strips can be installed to notify drivers that they are drifting into cyclists' space. But, that's no guarantee.</p>

		<p>BS: Pairs of raised pavement markings work very well.</p> <p>BruceH: There are lane stripes that have beading as well.</p> <p>TS: <i>Signage to warn of cyclists ahead could be placed at the base of the bridge.</i></p> <p>CS: The transition traveling westbound, just before the toll booths, to the sidewalk on Brickell Av. is very hazardous. Heading to the south is even worse, because you have to deal with ramp traffic; that's why many cyclists use the southern sidewalk.</p> <p>TS: PW is working on the design. Sidewalk riding on the bridge is not appropriate.</p> <p>BruceH: <i>Designating the shoulders as bike lanes would be a safety improvement.</i></p> <p>JM: The Rickenbaker redesign has been delayed many times for various reasons. Bike lanes are part of the planned improvement.</p> <p>LS: <i>Requested this issue to be part of the next meeting.</i> Expects that a resolution would be made; then it can be brought before the MPO. Unfortunately, there have been injuries.</p>
MEMBERSHIP STATUS	-	DH: Unfortunately, this is the last meeting for any of the members whom haven't been appointed by an MPO Board member.
JUNE PROGRESS	-	DH: The report is included in the Agenda for review.
MISCEL-LANEOUS	-	<p>❖ TS: Representatives have informed him that 40 buses will be taken off the route from South Beach to Downtown Miami. He commented that would mean 40 less bike racks on those buses as well. <i>He would like a presentation made on this subject.</i></p> <p>DH: It is still too early, since they aren't sure what type of transit project it would be. If it is bus rapid-transit, there would actually be more buses/racks. If it is a light rail, the Project Manager is researching other areas that have it and whether they allow bicycles.</p> <p>TS: A presentation was already made to the MPO. If this is done for the BPAC, it is on record that they are aware of our concerns.</p>

{ The meeting was adjourned at 9:30 p.m.